

Date: Mon, 16 Aug 93 04:30:07 PDT  
From: Info-Hams Mailing List and Newsgroup <info-hams@ucsd.edu>  
Errors-To: Info-Hams-Errors@UCSD.Edu  
Reply-To: Info-Hams@UCSD.Edu  
Precedence: Bulk  
Subject: Info-Hams Digest V93 #983  
To: Info-Hams

Info-Hams Digest                      Mon, 16 Aug 93                      Volume 93 : Issue 983

Today's Topics:

2m HT range; Repeater coordination;Use in AC  
3 KW Generator for Sale  
4 Cylinder Engines 4 Sale  
Alinco DR110/DR112 reset ???  
Code learning questions  
Grapes, Inc.  
Mobile xmitters and Auto warranties  
Needs info on Handhelds.....  
Opinions: TM-241A, DR-130T, ...?  
WANTED : Penpel & HAM RADIO

Send Replies or notes for publication to: <Info-Hams@UCSD.Edu>  
Send subscription requests to: <Info-Hams-REQUEST@UCSD.Edu>  
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Info-Hams Digest are available  
(by FTP only) from UCSD.Edu in directory "mailarchives/info-hams".

We trust that readers are intelligent enough to realize that all text  
herein consists of personal comments and does not represent the official  
policies or positions of any party. Your mileage may vary. So there.

-----

Date: Sat, 14 Aug 93 23:12:45 GMT  
From: usc!howland.reston.ans.net!torn!nott!cunews!revcan!balsam!  
cowan@network.ucsd.edu  
Subject: 2m HT range; Repeater coordination;Use in AC  
To: info-hams@ucsd.edu

bdavidso@nyx.cs.du.edu (bill davidson) writes:

>  
> The question on "range of the little 2W HTs" has a lot in common  
> with the discussion titled "Repeater Coordination". The front  
> end circuits on modern radios are soooo good you can hear signals  
> that used to be way way below the capability of ham receivers.

> Combine that with a reasonable antenna and you have some pretty  
> good range possibilities. If a signal path exists, modern  
> commercial & Ham gear will probably hear the signal.  
>  
> For example: I routinely work stations to the approximate  
> "theoretical" radio horizon from a small plane flying at 7000 to  
> 12000 feet AGL (above ground level) on 2 watts in the 2 meter  
> band. That computes to something like 118 to 155 miles. Usually  
> full quieting.

I seldom have any problem reaching KA2QJO in Watertown, NY or the repeater at Tupper Lake, NY from my apartment in Ottawa with an HTX-202 and a ribbon J-pole (disclaimer - I'm on the 11th floor of an apartment). That's in the 100+ mile range. On a good day, I can do it on low power.

I can usually get into Montreal as well, which is similar in distance.

--

Darin Cowan - cowan@balsam.pinetree.org | I just try to make people's  
VE3 OIJ | lives a little more surreal

-----  
Date: 14 Aug 93 11:15:00 GMT  
From: pravda.sdsc.edu!news.cerf.net!usc!math.ohio-state.edu!magnus.acs.ohio-state.edu!csn!csn!sosinc!robert.garcia@network.ucsd.edu  
Subject: 3 KW Generator for Sale  
To: info-hams@ucsd.edu

### 3.0 KW GASOLINE POWERED 16 TO 36 VOLT DC GENERATOR FOR SALE

I have one military surplus cage mounted DC generator that has been refurbished and is offered for sale. The unit has a manually variable voltage output of about 16 to 36 volts at up to 105 Amps continuous operation. The generator will provide approximately 200 Amps intermediately if the circuit breaker is bypassed. These generators were originally designed to power military radio transmitters under extreme conditions or "jump start" large diesel engines in trucks and tanks.

#### IMPORTANT NEW INFORMATION

The generator package is a 60 Hz 3 phase AC generator producing 13.5 to 30 volts at about 35 Amps per leg. The AC output is then brought through a bridge rectifier array to provide the DC power in the same manner as the alternator in your car. I have run regular 60 Hz items like a refrigerator, fan or coffee pot directly off a step up (28 v to 110v) transformer connected to one leg of the output of the generator. Higher

60 Hz voltages are available if the regulator is modified!

The generators are powered by a heavy duty four (4) cylinder air cooled industrial (Wisconsin) engine of 32 cubic inches and produce about 16 horsepower using ANY type of gasoline. The engines have a protected Fairbanks Morse ignition system designed to start and run under the worst weather conditions. This engine package is also used to power a military standard 5 KW or 10 KW 120/240 volt 60 Hz generator instead of the 28 volt DC generator.

The military engines are easy to maintain and operate and come equipped with a replaceable cartridge type oil filter and mechanical fuel pump allowing gasoline to be drawn from the integral 3.75 gallon tank or an auxiliary fuel tank. Repair parts are available at any auto supply outlet or outboard motor supply business. These generators were designed to be "GI proof" and have been maintained and rebuilt to the same standards as when originally put into operation.

Possible uses are:

Running transmitters and repeater communication systems.

Charging 24 volt trolling motor batteries.

Charging 36 volt fork lift batteries.

Providing "backup" power for solar systems.

Jump starting diesel engines at truck stops or fixed sites.

Powering 24 volt to 120 volt 60 Hz inverters as found in RV's.

Conversion to 120/240 volt 60 Hz generators for emergency use.

Original cost to the US Government: \$3467.00

Price: \$600 each with Rope Starter FOB Baton Rouge, LA.

\$675 each with Electric Starter FOB Baton Rouge, LA.

Weight: 275 pounds each

Dimensions: 35" Length, 24" Width, 25" Height

Fuel Consumption: Approximately 1 gallon per hour at full load

-> I also have a 1.5 KW gasoline powered 16 to 36 volt DC generator for sale. This generator has been used to jump start 24 volt diesel engine starters on both generators and trucks. The generator is military surplus and is in excellent condition.

Robert Garcia, Ph.D. PO Box 22106 Baton Rouge, LA 70894 (504) 767-4100

Internet Address: robert.garcia@sosinc.com

RIME Routing: ->505

ThrobNet Routing: ->505

ILink Routing: ->CAJUN

---

. SM 1.06 ----- . Dr Robert Garcia, PO Box 22106, Baton Rouge, LA 70894 USA

----

+-----+  
| Southern On-line Services - SysOp: Russell Jackson - 504-356-0790 |  
| 2000+ Windows Files, 2.4 Gig, Internet, RIME and Throbneth On-line |  
+-----+

-----  
Date: 14 Aug 93 11:15:00 GMT  
From: pravda.sdsc.edu!news.cerf.net!usc!math.ohio-state.edu!magnus.acs.ohio-  
state.edu!csn!csn!sosinc!robert.garcia@network.ucsd.edu  
Subject: 4 Cylinder Engines 4 Sale  
To: info-hams@ucsd.edu

#### FOUR CYLINDER AIR COOLED WISCONSIN GASOLINE POWERED ENGINE FOR SALE

I have a few rebuilt (overhauled) Wisconsin Military Spec gasoline powered four (4) cylinder engines remaining for sale. These engines were formerly used in the Army's 1200 GPM decontamination sprayers and are in excellent condition. Most engines have approximately 100 hours since a COMPLETE overhaul and rebuild.

The engines have the following specifications:

4 cylinder horizontally opposed with 84 cubic inch displacement  
4 stroke OHV engine with 3" bore X 3" inch stroke  
Compression ratio approximately 7.2:1 (runs on LOW octane gasoline)  
Approximately 40 Horsepower at 3600 RPM  
Adjustable governor presently set for 3600 RPM  
Engine will work perfectly with throttle cable instead of governor  
Bendix carburetor with adjustable high and low speed jets  
Manual and/or solenoid operated choke  
Mechanical fuel pump for drawing fuel from remote tank  
Completely enclosed ignition system with Fairbanks Morse magneto  
Cartridge type oil filter easily converted to "Spin On" type  
Low oil pressure sensor and shutoff switch (can be bypassed)  
Cooling fan built into flywheel  
Built in 24 volt 40 Amp alternator with regulator and rectifiers  
Electric starter available ( Engine can be started with rope )  
Dual exhaust, dual muffler system with crossover pipe

Need an easily fabricated top sheet metal cover for your special installation. Will run fine without this cover but components (Carb, magneto, fuel pump, oil pressure sending unit, etc.) on top are exposed.

Original cost to government > \$3500 each

\$250 without Electric Starter FOB Baton Rouge, LA  
\$300 with Electric Starter FOB Baton Rouge, LA

Possible uses are:

This air cooled engine is ideal for use in large "mudboats".  
Powering Industrial Air Compressors for Painting and Sand Blasting  
Powering Emergency Water Pumps for Flood Duty  
Powering High Pressure Water Pumps for Industrial Cleaning Uses.  
Powering Medium Size Farm and Garden Tractors  
Powering 120/240 volt 60 Hz Generators for Emergency use  
( Will Power up to 15 KW Generator. )

THIS ENGINE WILL POWER AN INDUSTRIAL WELDING MACHINE!

Weight: Approximately 250 pounds each  
Dimensions: 32" Length, 32" Width, 27" Height

Fuel Consumption: Approximately 1.0 gallon per hour at half load  
Approximately 2.2 gallon per hour at full load

Robert Garcia, Ph.D. PO Box 22106 Baton Rouge, LA 70894 (504) 767-4100

Internet Address: robert.garcia@sosinc.com  
RIME Routing: ->505  
ThrobNet Routing: ->505  
ILink Routing: ->CAJUN

---

. SM 1.06 ----- . Dr Robert Garcia, PO Box 22106, Baton Rouge, LA 70894 USA

----

```
+-----+
| Southern On-line Services - SysOp: Russell Jackson - 504-356-0790 |
| 2000+ Windows Files, 2.4 Gig, Internet, RIME and Throbnets On-line |
+-----+
```

-----

Date: Mon, 16 Aug 1993 06:16:35 GMT  
From: usc!howland.reston.ans.net!agate!doc.ic.ac.uk!uknet!mcsun!Germany.EU.net!  
an1433!speedy!sven@network.ucsd.edu  
Subject: Alinco DR110/DR112 reset ???  
To: info-hams@ucsd.edu

Hi,  
how can I reset the vhf-tranceiver Alinco DR112 ??  
Thank you and 73 de Sven, DG1HQ0.

--

Name: Sven Werner  
Phone: +49-911-3089-288  
Email: sven@speedy.erlm.siemens.de  
Ham: dg1hqo@db0box.deu.eu

-----

Date: Sun, 15 Aug 93 02:01:40 -0400  
From: swrinde!emory!dragon!nj8j!ben@network.ucsd.edu  
Subject: Code learning questions  
To: info-hams@ucsd.edu

ham@wam.umd.edu (Scott Richard Rosenfeld) writes:

> We keep coming back to the "CW or not CW" question. There are com-  
> pelling arguments for keeping the CW requirements, and there are  
> some very good arguments for splitting the CW and phone and digital  
> stuff into three separate endorsement tracks:  
>  
> Basic HF license = 5 wpm, simple "phone" theory, simple "digital" theory  
>  
> CW endorsements: 13 wpm gets most of CW bands, 20 wpm gets lower 25 kHz  
>  
> Digital endorsements: AMTOR, RTTY, PACKET, SSTV, etc., etc.  
>  
> Phone endorsements: First level gives General phone bands, 2nd level  
> gives the rest.  
>  
> So you run into someone with:  
>  
> Basic license plus 13 wpm, level 2 phone, Packet, and RTTY.  
>  
> Can you imagine the bookkeeping? It makes sense, but the complexity...

Of course, you're never going to see something like this until the FCC gets their new computer system installed. And of course, providing that the new system is more flexible than the old one.

Does anyone at ARRL HQ have any idea what specs have been laid down for the new system? Has an RFP been issued? Does it call for enough flexibility to be able to handle radical(or even semi-radical) changes in the license structure?

For that matter, is it possible that the software development end of it has already been awarded? If so, do we know whom it has been awarded to? Is there any way for, say, a small group of hams who are also experienced software developers to look over what is being done or planned as a

third-party evaluation team?

It seems to me the amateur community has an interest in trying to ensure that what is developed is flexible enough that we won't have to put up with the old mantra of 'that would require changes to our license-processing software, which would require a substantial capital outlay, etc, etc, etc.'.

Ben

```
+-----+-----+
| Ben Coleman NJ8J | "All that is not eternal is |
| AX.25: NJ8J@W4QO.#EAL.#ATL.GA.USA.NA | eternally irrelevant." |
| Internet: ben@nj8j.atl.ga.us | C. S. Lewis |
+-----+-----+
```

-----  
Date: Mon, 16 Aug 93 08:09:44 GMT  
From: psgrain!ee.und.ac.za!ucthpx!crawford@uunet.uu.net  
Subject: Grapes, Inc.  
To: info-hams@ucsd.edu

--  
--

Brian Crawford KL7JDQ/ZS1 Phone: +27 21 650 3467/Fax: 3465 /-----\\_  
University of Cape Town Email: crawford@eleceng.uct.ac.za <\_\_ >  
Dept. Electrical Engineering crawford@comgate.ee.uct.ac.za \ /  
Rondebosch 7700, South Africa `\*-'

-----  
Date: Sat, 14 Aug 1993 11:38:45 +0000  
From: news!demon!llondel.demon.co.uk!dave@uunet.uu.net  
Subject: Mobile xmitters and Auto warranties  
To: info-hams@ucsd.edu

In article <1993Aug13.152843.19874@mixcom.mixcom.com> kevin.jessup  
<kevin.jessup@mixcom.mixcom.com> writes:  
> Sorry if this is a regular topic, but I've been away from the net for  
> a while...  
>  
> I've heard stories of higher power (35 Watts an up) mobile 2-meter and  
> 70cm rigs causing the microcomputer based engine control modules in  
> automobiles to fail. I've also heard that the warranties on these  
> units are void if you have a ham mobile rig in your car. Is this  
> true and if so, which automobile manufacturers?  
>

> I have a Honda, a Toyota and am considering the purchase of the  
> Mercury Villager minnyvan (yes, I'm married and have kids). :-|  
> I'd like to get a couple of mobile rigs but don't want any  
> problems. Currently, I'm just using low power (6 watts max)  
> HTs connected to the cigarette lighter and mag-mount antennas.  
>  
> Are such "exclusions" actually "in writing" in the warranties?  
> How can they have such poor resistance to RF?  
> What is the point of RF entry into the engine control unit? Is it  
> radiated RF or is it through the car's electrical system?  
>

Depending on your local laws (the UK has the 'Sale of Goods Act' and a few others) a good approach is to explain to the salesman trying to sell you the car \*exactly\* what you want to do, and ask him if it is likely to damage the car (especially if you can hint that the competition is OK :-)). If he assures you that it is OK then under UK law you have some rights if it does go wrong because the seller obviously sold you something which was not fit for purpose. No idea if it would work in the US though.

Dave

```
*****
* G4WRW @ GB7WRW.#41.GBR.EU AX25      *   You think *you* have problems?   *
* dave@llondel.demon.co.uk  Internet *   What do you do if you *are*      *
* g4wrw@g4wrw.ampr.org      Amprnet  *   a manically depressed robot??   *
*****
```

-----

Date: Mon, 16 Aug 1993 05:19:40 GMT  
From: raven.alaska.edu!aurora.alaska.edu!fsrla@decwrl.dec.com  
Subject: Needs info on Handhelds.....  
To: info-hams@ucsd.edu

Howdy!!!!!!!

I just wanna ask for opinions on handheld units...  
I'm new to this, and have an incredibly limited budget  
as in, at most, say \$150-200. So, I want to find a decent,  
most likely used 2m handheld. But I don't know much about  
the name-brands.  
I'd like to hear your opinions on units you have USED that  
might fit my budget limits. Please don't send me messages  
saying some namebrand really stinks if you can't tell me why.  
Anyway, thanks in advance!

Please email me at: FSRLA@ACAD3.ALASKA.EDU

-----



Date: 16 Aug 1993 10:38:04 GMT  
From: usc!howland.reston.ans.net!usenet.ins.cwru.edu!cleveland.Freenet.Edu!  
ak667@network.ucsd.edu  
Subject: Opinions: TM-241A, DR-130T, ...?  
To: info-hams@ucsd.edu

In a previous article, spf@cbnews1.cb.att.com (Steve Frysinger of Blue Feather Farm) says:

>and the Alinco DR-130T (\$330) stuck out for some reason, though

I have an alinco DR-130, and its great.. As for extended recieve, i think that would have a lot more to do with teh antenna, no? I purchased the radio after i got a 5/8th wave Midland Mag mount, and I've made a few out of s of state contacts recently as the band opened up at night. My opinion on the radio is that its great! I love it, but if you've kept up with the postings you'd see that i have found one flaw, and not resolved it yet. (Since it is finnaly monday, i do plan to call Alinco)..

I can't place the radio in simplex mode, without setting the offset to 00.. This can be really tricky going down the highway ;)

--

- N8YNR (Amateur Radio) -	Jeff S. Garvas	Snail mail all Hate Mail,
- Licensed to transmit -	P.O. Box 25326	Donations, Anonymous "Hi!"
146.82 (Cleveland Area Rptr)	Garfield Hgts. OH	<=-----
ak667@po.cwru.edu (InterNet)	44125	while \$x=\$x let \$x=\$x+1

-----

Date: 16 Aug 93 05:37:29 GMT  
From: uchineews!ncar!gatech!europa.eng.gtefsd.com!howland.reston.ans.net!  
newsserver.jvnc.net!news.edu.tw!news!nchud5.nchu.edu.tw!dec8.ncku.edu.tw!dec2!  
d7932118@rsch.wisc.edu  
Subject: WANTED : Penpel & HAM RADIO  
To: info-hams@ucsd.edu

Hi :

If you wish to have a QSO with me .  
Please let me know the time (GMT) and the frequency.  
I am a new ham.

BEST 73 !!

de BV5FN  
Clifford W.R. Jiang

-----  
Date: Sun, 15 Aug 1993 16:38:55 GMT  
From: sdd.hp.com!swrinde!cs.utexas.edu!uwm.edu!caen!uvaarpa!murdoch!  
livia.acs.Virginia.EDU!jeg7e@network.ucsd.edu  
To: info-hams@ucsd.edu

References <srtestCBIGtr.6Et@netcom.com>, <jfhCBII3I.Dp9@netcom.com>,  
<NU5ot\*cUx@lhaven.uumh.ab.ca>~  
Subject : Re: Yaesu FT-530 opinions

In article <NU5ot\*cUx@lhaven.uumh.ab.ca> dreamer@lhaven.UUmh.Ab.Ca (Lawrence "The  
Dreamer" Chen) writes:

>  
>How do I go about determining if my FT530 is a candidate for this intermod fix,  
>and how do I go about getting it performed?

I've posted this answer on this thread already. I suppose it's easier to  
ask again than to do a little research though...

If the box your radio came in has a little orange dot sticker on it, then  
it's been reworked. Another way to tell is by what antenna your radio came  
with. If you've got the little fat stubby duck, then it's the pre-rework  
version, if you've got a duck with a load on the bottom and a thin upper  
section, then it's the reworked unit.

--

-----  
\\ \ / Jon Gefaell, Computer Systems Engineer | Amateur Radio - KD4CQY  
\\ \ / Information Technology and Communications | -Will chmod for food-  
\\ / The University of Virginia, Charlottesville | Hacker@Virginia.EDU  
Any opinions expressed herein are not intended to be construed as those of UVA

-----  
End of Info-Hams Digest V93 #983  
\*\*\*\*\*